Western Pacific Region

AirporTopics

Airports Division

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FALL 1998

Airports Division Sponsor Workshop

Total attendance at our seminars exceeded 300. The information you provided noted that over 80% of the critiques indicated that: a) the information presented was a valuable asset to airport management duties; b) handout materials were adequate; c) questions and answer periods were adequate; and d) 72% desired seminar presentations annually. The critiques also expressed a desire for reducing the number of subjects presented, increasing the depth of details, expanding the seminar over two consecutive days, and presentations on the following subjects: **Engineering:** Project Final Report Criteria; Common Construction Problems; Construction Management & Inspections; Project Closeout Procedures; Pavement Management. **Safety:** FAR Part 107 issues; NOTAMS; Internet Information Sources; Analysis of Accident/Incident Case Scenarios; Sky Diving & Ultralight Operations. **Environmental:** Noise Abatement & Complaint Responses; Land Use Guidelines; EIS Process. **Planning:** Aviation Forecast; Instruction in Airport Capitol Improvement Plan Preparation; Master Planning Process; FAR Part 77. **Programming:** National Legislation Issues; Funding Outlook; Grant Application Processing; Grant Funding Priorities; Passenger Facility Charge Process. **Compliance:** Minimum Standards; Business Plans; Revenue Diversion Examples; Fair Market Value Rental Rates & Charges; Analysis of Compliance Case Scenarios; Conflict Resolution Process.

Several seminar improvements will be considered when we plan our next seminar series. Your critiques are much appreciated. Thank you for exceeding our expectations and making your seminars a success.

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FHWA and Caltrans Maintenance Program 1-Day Demonstration

There will be a one-day demonstration entitled Pothole Patching Machines. This event is sponsored by FHWA and Caltrans Maintenance Program. The demonstration will begin at 8:30 AM October 29, 1998, in the Stanford Meeting Room at the Hawthorne Suites, 321 Bercut, in Sacramento. From the I-5 north, exit Richards north of downtown, turn right and make the next left onto Bercut Drive. Each attendee will be responsible for their hard hat and safety vest.
Contact: Mr. Charlie Chen, Construction and Maintenance Engineer, Federal Highway Administration California Division Office, 980 Ninth Street, Suite 400, Sacramento, CA 95814-2724/(916) 498-5043/(916) 498-5008 (FAX). Charles.Chen@fhwa.dot.gov (email)

What is The Airports Division's Planning Section?

The Planning Section in the Regional Office is one of three sections in the Planning and Programming Branch. It includes a staff of four and is involved in the following activities:

- Assists airport sponsors in the preparation of Environmental Assessments (EA) and Environmental Impact Statements (EIS) for Capital Improvement Projects.

Top: Charlie Lieber, Ben Tash Bottom: Mike Agaibi, Dave Kessler

- Oversees Airport Noise Compatibility Studies (Part 150) prepared by the sponsors as governed by Federal Aviation Regulations (FAR). Participation in these studies is voluntary.

- Reviews airport noise access restriction documents prepared by the sponsors, as regulated by FAR 161, on the part of airport operators.

- Assists the sponsors in securing funds through the Airport Improvement Program (AIP) that are necessary for conducting noise and environmental studies.

- Reviews and updates Airport Layout Plans (ALP).

- Manages and responds to the noise complaint telephone line, 310-725-3638.

In addition, the Planning Section responds to congressional inquiries and Freedom of Information Act (FOIA) requests pertaining to airport planning. The section staff provides guidance and advice to sponsors, consultants, and the general public on a variety of planning and environmental matters, and provides necessary coordination with FAA

headquarters, other federal agencies, state, and local governments.

Why You Need To Wear Self-Contained Breathing Apparatus

When Aircraft Rescue and Fire Fighters respond to an aircraft accident, they have to worry about what hazardous materials the aircraft may be carrying. But new lethal factors are the potential hazardous fumes and airborne partials that the burning aircraft may be emitting.

A new report by Federal Aviation Administration's Fire Safety Section, from the William J. Hughes Technical Center in Atlantic City, examines the potential health hazards of burning aircraft composite materials. An overview of the nature and the potential hazards associated with airborne carbon fibers released during flaming combustion of aircraft composite is presented**.** If you would like a copy of this report, please fax your request to: FAX: (310) 536-8601

airport and does not gain an unfair economic advantage over on-airport operators.

Any airport contemplating a through-the-fence permit is strongly encouraged to submit the proposal to the FAA for review and comment prior to executing any agreement.

Year 2000 (Y2K) Compliance at Part 139 Certificated Airports

It is the airport certificate holders responsibility to ensure that all systems that support their 14 CFR Part 139 certificate requirements are Y2K compatible; or that contingency plans are in place for meeting those requirements. The Federal Aviation Administration (FAA) has targeted a date of June 30, 1999, to certify that its internal systems are Y2K ready, and we strongly recommend that you adopt the same date. A target date of June 30 will allow time for any additional testing or follow-up actions prior to January 1. In recognition of the importance of computers in systems and equipment used to meet Part 139 requirements, the FAA has established a national team with representatives in each region to monitor each certificated airport operator's progress in determining Y2K compatibility for all Part 139 systems. The team members may accomplish this through site visits, telephone calls, and correspondence.

Mr. Chuck McCormick, (310) 725-3626, is the designated Y2K team member from the FAA Western-Pacific Region, Airports Division. The team will be requesting assurance from each 14 CFR Part 139 airport operator that the airport systems are Y2K ready in the form of one of the following:

- Manufacturer's certification that the system does not contain any computers or microprocessors.

- A written description of the testing performed to determine that the system is Y2K compliant.
- Documentation that replacement hardware or software is Y2K compliant.
- A written description of your contingency plan for the system in question. For example, the contingency plan for an airfield lighting circuit of uncertain Y2K compatibility might contain a written description indicating the existence of a manual override switch and how and when to use it. This would ensure continued airfield operations in the event the system should fail due to Y2K noncompatibility.

Team members will determine the progress of each airport in completing the process of surveying and assessing these systems by the airport either certifying the systems as Y2K compliant or developing contingency plans.

REMEMBER! Everything that has a "microchip" as a part of the functioning system or a computer system for control or operation is a potential Y2K problem! This includes AWOS, security systems, gate access systems, fuel systems, lighting systems, communications systems, ARFF vehicles, radios (even hand held radios) and a potential multiplicity of other devices, vehicles and systems!

Managers or operations staff members of an airport certificated under provisions of 14 CFR Part 139 can contact the Airport Certificate/Safety Inspector who performed the last annual inspection. If you are not sure who performed the last Part 139 inspection, contact the appropriate number listed below and your call will be directed to the right person.

General information inquiries from Northern California and Nevada can be made to (650) 876-2775. Calls from Hawaii and the Pacific Islands airports can be directed to (808) 541-1232.

From Southern California and Arizona call (310) 725-3608 and your inquiry will be referred to the appropriate person for response. Our staff is happy to assist you obtain the information and contacts you need to solve your safety problem.

Runway Incursion Prevention, "R.I.P"

The factors contributing to runway incursions are difficult to identify and eliminate. The number of contributing factors is almost equal to the number of incursions, but the single factor most often identified recently has been operator error or inattention! Runway incursions are defined as any occurrence at an airport that involves an aircraft, vehicle, person or object on the ground that creates a collision hazard or results in loss of separation with an aircraft taking off, intending to take off, landing or intending to land.

Three types of incursions are commonly recognized. Occurrences are categorized and charted accordingly as:

- Operational Errors are attributable to air traffic control, which result in less than the required separation between aircraft;

- Pilot Deviations are errors by a pilot that violate Federal Aviation Regulations. For example, a pilot fails to follow air traffic controller instructions to hold short of an active runway, causing another aircraft to abort departure or arrival; and,

- Vehicle/Pedestrian Deviations involve the presence of vehicles or pedestrians on runways or taxiways without authorization from air traffic control.

The FAA has taken a technology and procedures approach to solving the problem of

runway incursions. Examples of technological applications include Airport Surface Detection Equipment (ASDE) ground radar units and Airport Movement Area Safety System (AMASS) visual and aural alarm systems. Utilized together these technologies are designed to track aircraft and vehicle movements on airport surfaces and provide controllers with warnings of pending incursions.

Standardization of airport surface markings, signage and lighting has been completed for some time. Pilot training for familiarization of these systems and of airport diagrams are highly encouraged. Airport and aircraft operators alike have a responsibility to utilize all resources available to comply with procedures and ensure the safety of their respective operations. The Airmen's Information Manual (AIM) contains guidance in recognizing surface markings, signage and lighting systems and includes sections covering radio communications, phraseology and techniques as well as air traffic procedures. Informational pamphlets including "Reducing Runway Incursions", "Surface Movement Guidance and Control Systems" (SMGCS), and others are available through the FAA Internet homepage, Regulation and Certification (AVR) section at www.faa.gov.

Incursions are a system wide problem that involves every party associated with surface movement of aircraft. Working together to increase pilot familiarity with airport diagrams, being attentive to NOTAMs involving construction and "other than normal" conditions (such as weather induced low visibility).

The standardizing of airport surface markings, signage and lighting and ensuring clearly understood pilot-controller communication has assisted the industry in reducing runway incursions. More recently Runway Incursion Action Teams (RIAT) have been formed for some airports. These RIAT's are supported by FAA Air Traffic, Flight Standards, Airports and in some instances Airway facilities. Their purpose is to assist the airport operator and the aviation industry to more effectively deal with runway incursions, with a target of zero tolerance for runway incursions. Safety is something about which none of us can afford to ignore or "rest on our laurels".

REMEMBER: Attentive And effective communications and maintaining situational awareness will not only avoid runway incursions but may save lives!

FAA Land Issues Conference

The FAA Southern and Southwest Regions co-host an annual conference to assist airport sponsors with land projects to comply with Part 24, Uniform Relocation Assistance and Real Property Acquisition Regulations for Federal and Federally Assistance Programs. The conference is also aimed at sharing experiences among airport grantees and consultants with FAR Part 150 studies in developing and enacting effective measures. This year's conference will be held in San Antonio, Texas on November 19-20, 1998.

Topics for this year's conference include: Noise Easements, Quality Control in Land Projects, OIG Audits, the New Orleans International Airport Land Acquisition, Redeveloping Noise Land, Part 150 Planning and Implementation, Compatible Land Use Initiatives, and Software Innovations for Soundproofing.

To register, complete the form provided below and return it with your registration fee of $100 payable to Airports Conference. Mail to**:** ***Federal Aviation Administration, Airports Division, ASW-610, Fort Worth, TX 76193-0610.***

A block of rooms has been reserved at the historic Merger Hotel, San Antonio, at a rate of $94 per night, single occupancy and $104.00 double occupancy. For room reservations, call the hotel at (800) 345-9285, ask for the FAA Land Issues Conference rate.

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Registration Form

1998 LAND ISSUES CONFERENCE
Menger Hotel
San Antonio, Texas-November 19-20, 1998

Name(s):____
Organization:____
Address:____
Telephone No:__________________ FAX No:________________________

Registration Fee: $100.00/person
Make checks payable to: Airports Conference

Mail Registration Form to: Federal Aviation Administration
Airports Division, ASW-610
Fort Worth, TX 76193-0610

For information, call: Mr. Dean McMath at (817) 222-5617

Are there any questions you would like answered during the conference?

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FISCAL YEAR 1998 AIRPORT IMPROVEMENT PROGRAM RECAP

Funding type for each state provides a summary of Fiscal Year 1998 Airport Improvement Program (AIP) for the Western-Pacific Region. 146 grants totaling $242 million were issued to fund planning, noise mitigation, safety, capacity and security projects. Also included were 6 discretionary grants for system planning, 3 grants for former military airports, and one grant approved under innovative financing demonstration program.

	ARIZONA	CALIFORNIA	NEVADA	HAWAII	PACIFIC ISLANDS
NO. OF PROJECTS	25	89	18	10	4
PRIMARY ENTITLEMENT	$12,585,461	$44,572,594	$8,252,646	$19,727,821	$9,121,944
PRIMARY DISCRETIONARY	$7,625,000	$11,499,000	$18,000,000	$0	$3,861,000
NON PRIMARY COMMERCIAL	$500,000	$3,000,000	$0	$0	$0
RELIEVERS & GENERAL AVAITION	$6,543,723	$32,015,719	$5,350,250	$0	$0
MILITARY	$3,499,000	$6,018,000	$0	$0	$0
NOISE MITIGATION	$5,000,000	$36,200,145	$5,000,000	$200,000	$0
SYSTEM PLANNING	$0	$1,335,000	$170,000	$144,688	$0
MASTER PLANNING	$263,954	$878,022	$315,000	$400,000	$0
TOTAL	**$36,017,138**	**$135,518,480**	**$37,087,896**	**$20,472,509**	**$12,982,944**

The goal of this publication is to report and inform our readers. Comments, suggestions and ideas for future articles are encouraged from our readers. Please forward to Airportopics, AWP-600, P.O. Box 92007, WPC, Los Angeles, CA 90009.